

Research in general aviation has played a significant role in development and evolution of this vital component of aviation industry. Recognizing the need for a vibrant and fully developed general aviation, FAA has established an Air Transportation Center of Excellence for general aviation research. The Center of Excellence for General Aviation was established in order to develop synergistic relationship with its members to assist in furthering general aviation. However, the goal of establishing an Air Transportation Center of Excellence is to eventually create a self sufficient and sharing partnership of government, academia, and industry to perform research and technology transfer through development and prototyping.

The strategic objective of FAA in requiring the centers to become self sufficient and forge partnerships with industry and academia requires a systematic review and formulation of the path the center must undertake. To accomplish that objective, CGAR must undertake a thorough strategic planning process and formulate strategies for achieving self sufficiency within the prescribed and mandated timeline.

The purpose of this study is to assist CGAR in formulating strategic moves that will insure success in achieving its strategic objectives and underwrite self sufficiency. The study will examine and recommend a structural blueprint that is built on forging a dynamic relationship amongst three broad and representative stakeholders: Government, Industry, and Academia.

The study will outline the process and recommend a financial model that can assist in recruitment and retention of industry and academic partners by providing a meaningful and cutting edge research and scholarship opportunities and findings to CGAR membership and their partners. Furthermore, it could elicit new relationship with non-member institutions of higher learning and further expand interest and involvement in general aviation.

Partnership of industry and their active involvement with CGAR is vital to success of both CGAR and future of general aviation research. Their commitment to advancement of general aviation will be expressed in form of varied levels of membership. Most importantly, they will be able to advise and assist the researchers in academia in formulating cutting edge research and development that will shape the future of general aviation industry.

CGAR can become a catalyst in bringing together a needed consortium that is urgently needed. In accomplishing this objective, CGAR not only will serve the interest and intent of FAA in establishing the center but could become a clearinghouse of ideas and aspiration for general aviation where researchers, educators, and practitioners can come together to advance the industry. Furthermore, the partnership model and its corresponding financial model, presented in this study, will make the center self-sufficient and financially secure in underwriting the research efforts of its members and affiliates.

The need for establishing a sound organizational structure where CGAR can flourish is imminent and requires expressive decisions on the part of its members to move forward. The leadership of founding members and support of FAA is fundamental in capturing the vision of shaping and leading the future of the general aviation industry around the world.